

# A CONSTRUCTIVE ARRANGEMENT APPLIED TO AN INTEGRATED THERMOSTATIC VALVE ATTACHED TO ITS OWN HOUSING

## Technical Field

This invention relates to a thermostatic valve for controlling water flow.

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## Background

This patent application deals with a constructive arrangement as applied to an integrated  
thermostatic valve device attached to its housing, with an innovative conception, and providing  
significant technological and functional improvements, in accordance with the most modern  
10 concepts of automotive engineering, and in accordance with the required norms and  
specifications, which give it its own characteristics and the fundamental requisite of novelty,  
thereby resulting in a series of real and extraordinary technical, practical and economic  
advantages.

Previously thermostatic valves were attached to the housing which was after fixed to the  
15 engine, and only then did they receive the lid coupling, such procedures resulting in more labor,  
loss of time and an increase in operational and production costs. Assembly was more complex,  
demanded more time and labor, as well as increasing the manufacturing costs. It also demanded  
special attention so that the necessary precision relative to the assembly of the thermostat on the  
housing was achieved, although on many occasions this was not achieved, and consequently this  
20 had a negative influence on the functioning of the device, which left a lot to be desired as far as  
the quality of the final product and the guarantee that it would work well were concerned.

Over time, studies were carried out which sought to eliminate these problems and  
inconveniences and as a result, a technique was developed that permitted a new constructive

arrangement for the thermostat to be conceived, out of which grew the possibility of integrating the thermostatic valve with its own housing, thereby obtaining an single product with real possibilities for arriving at an economic manufacturing process, by minimizing costs, assembly time and labor expenses, as well as having a much needed effect on assembly, leading to better results and a high level of safety.

From the way in which this integrated device was conceived, it was possible to drastically reduce its dimensions and consequently the amount of material used, thereby improving the cost/benefit relationship in relation to the value needed to increase the assembly, allowing for maximum facilitation when it came to attaching it to the engine.

This design allowed for parts (housing and lid) to be conceived with the appropriate shape and ideal placement to meet all the functional and installation needs. The re-dimensioning of these parts to fit conventional housings allowed interfaces with all other connecting parts, such as hoses and the engine, to be respected, thereby taking advantage of the spaces of the other attachment components.

The integrated device also offered real possibilities for economies in manufacturing and a significant reduction in labor costs, because it provided a very accurate way of assembling the thermostatic valve, in such a way as to get the best results, the best operating conditions of the engine, the best finish on the final product and competent engineering.

## Summary of the Invention

In general terms, the thermostatic valve is made up of a working element or temperature sensor, a bridge that supports the whole device, a helical spring that is located between the

supporting bridge and a side rim attached to the aforementioned temperature sensor that determines the amount of obstruction and controls the flow of cooling liquid, and a pin for centralizing the assembly, located on the upper surface of the working element or temperature sensor.

5           In order to achieve the integration of the thermostatic valve with the housing, the latter was provided with two legs fitted at right angles, on the facing surfaces of which there is a recess, into which the ends of the supporting bridge are slotted in such a way as to lock. The centralization of the thermostatic valve is achieved by placing the centralizing pin in a small slot in an internal projection of the housing, thereby fixing the whole of the thermostat device and  
10       joining it to the housing as a whole.

          The innovation proposed has to do with a thermostatic valve attached to its housing using a new constructive arrangement, which has been conceived with important technological and functional improvements, more particularly with regard to the attaching procedure, which is done differently from the way described for the integrated devices mentioned above, and which have  
15       been the object of various patents both requested by and granted to the present petitioner. With this particular innovation the two legs at right angles are removed from the housing where the supporting bridge and whole of the thermostatic valve device are attached, which in addition to other technical, practical and functional advantages, as well as giving the product more robustness, which is ideal for achieving its operational and installation needs, improves the  
20       cost/benefit factor and provides economical solutions (construction simplicity - a single device), greater physical free space, simple maintenance and thermodynamics.

### Brief Description of the Drawings

To obtain a clearer picture of the new construction technique used in the integrated thermostatic valve device in question drawings are attached, to which reference is made in order to better illustrate the following detailed description.

5            Figure 1: Shows a side view of the thermostatic device attached to its housing with its new construction design.

Figure 2: Shows the view from above.

Figure 3: Shows a lengthwise sectional view along a plane indicated by the A-A line in the previous figure.

10           Figure 4: Shows a cross section view along a plane indicated by the B-B line in figure 2.

### Detailed Description of the Invention

In accordance with these illustrations and their details, the new constructive device applied to the thermostatic valve attached to its housing, as here set out, is essentially

15           characterized by having a hollowed tube-shaped body (1), projecting from a flange (2) with holes (3) that take the screws that are used for fixing it to the engine housing with a central opening (4), which determines the mouth of the chamber (5) molded to the cavity of the aforementioned tubular body (1) in which, on two diametrically opposed sides, there are two lengthwise

20           projections (6), each with a groove (7) next to the mouth of the chamber and another groove (8) near the opening to the body (1).

Slotted into the grooves (8), near the opening of the body, are the ends of a curved, stamped metal sheet (9) in the form of a very open “V”, at the apex of which there is a

protuberance in the shape of an upside down cup (10).

In the grooves (7), near the chamber mouth, the ends of another stamped metal sheet (11) are fixed, having a raised central sector and a hole with a turned edge.

5 A stamped metal disk (12), with a central hole and a turned edge, is inserted into and fixed to the internal rim of the mouth (4) of the chamber (5).

The thermostatic valve is shown here merely as an example of how it is used and assembled. The thermostatic value is an integral part of the housing, in such a way that the working element or temperature sensor (13) is fixed underneath, between the central hole in the disk (12) that is inserted into the mouth of the chamber and that projects outside it, where a  
10 washer (14), fixed to one extremity, supports a stamped metal disk with a turned edge (15) that has a central hole that houses, and through which, the terminal of the aforementioned working element of the thermostatic valve moves. The disk (15) suffers the action of a conical spring (16), which is supported on a ledge formed in the body of the temperature sensor because of diameter differences.

15 An extension of the thermostatic valve projects into the chamber (5), having on its end a centralization pin (17), which is fitted into the upside down cup shaped protuberance (10), which forms part of the apex of the stamped metal sheet (9). A slot runs all the way around the thermostatic valve near the top and in this a ring (18) is fixed, beneath which is fixed a “U” shaped stamped metal sheet (19), which serves as a support for a conical spring (20), which, at its  
20 other extremity, comes up under the stamped metal sheet (9).

Between the upper (9) and lower (11) stamped metal sheets, there is a helical pressure spring (21).

To the side of the chamber mouth there is a circular groove (22), where the sealing ring is housed.

This is therefore a very important product for the purpose for which it was designed, which consists in a new way of obtaining an integrated device, by combining in one single part the thermostatic valve and its respective housing for attaching to the engine, thereby fully satisfying the proposed aims and accomplishing in a practical and efficient manner and the functions it was meant to perform, providing a series of advantages that are inherent to its application, having its own innovative characteristics.

While preferred embodiments of the present invention have been shown and described, it will be understood that various changes or modifications may be made without varying from the present invention.

What is claimed is: